

# Editorial

# JOURNAL BOX

## ON PROGRESS.

On the 18th May 1972 AMRA will celebrate its 21st Birthday.

Comparing the membership list of July 1953 with that of last year there were 117 members and 396 members. Of all the early members, I find that 18 names still appear on the current list, including our Federal Secretary Norm Read, and the Vic. Branch Secretary Ern Raddatz.

The Vic. Branch was inaugurated in 1953, the Q'ld. Branch in 1954, and the NSW Branch a little later. For one reason or another, no other State Branch has been formed.

Up to Nov. 1953 Journal was produced on a spirit duplicator. The Association then acquired an electric ink duplicator and continued to produce a duplicated Journal until March 1965 when the first commercially produced Journal appeared. From July 1965 to Dec. 1967 Journal was fully printed, but a declining bank balance forced us to type our material in the present form of Journal.

In Oct. 1968 the Federal Committee moved to NSW, where it still resides, and continues with the aim of expanding our Association into a meaningful body and thus ensure our progress in this decade.

## COVER PHOTO

3255 heads north from Kiama with an Australian Railway Historical Society tour on 1/5/1966. Photo A. Templeman.

## Volume 20

## Issue 92

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# President's

# Corner



In my last "corner" I mentioned the difficulties brought about by the increase in postage charges for bulk postages and like.

Your Committee of Management have now decided that the subscriptions must be raised as of 1st Sept. 1971, to the following:

SENIORS	\$4.00 per year.
JUNIORS	\$3.00 per year.
SENIORS	\$2.80 per $\frac{1}{2}$ year.
JUNIORS	\$1.75 per $\frac{1}{2}$ year.

JOINING FEE \$1.00 (for new members joining at any time)

No committee likes to have to make a decision of this nature, and several meetings were taken up in endeavouring to find alternate means of keeping the affairs of the Association on a firm footing.

The facts are that apart from increases in postage, other increases can be expected in the activities of the Association.

Since publication of the last balance sheet expenditure of nearly \$300 has been incurred in replacing the typewriter of the Federal Registrar (Mrs. June Dunn). A further amount of \$400/500 is held pending quotes for a new typewriter for the typist of Journal (Mrs. Dot Treseder).

Both these girls do a tremendous job for the Association. Both have battled along with secondhand machines,

now requiring costly maintenance, for too long. In Dot Treseder's case a first class electric typewriter is a good investment because by setting up all material for Journal, Dot materially helps to keep the labour costs of our printers, Messrs. Maskell & Blake, to a minimum with consequently keen prices for printing of Journal.

Messrs. Maskell & Blake have printed Journal for some years now, and their co-operation and support of AMRA has been most gratifying to the C.O.M.

Where price increases have occurred in the past, they have always charged the actual increase without overloading for the future.

By investing in a modern electric typewriter the C.O.M. hope not only to save Dot Treseder time (which she and June Dunn give voluntarily and unstintingly), but to enable our printers to hold any future increases in printing Journal to an absolute minimum.

Regarding the increase in Joining Fee, members should note that as from the 1st Sept. 1971, when the new joining fee will operate, club badges will be issued to all new members as part of the fee - additionally, a new introductory booklet will be issued free to new members.

Occasionally we have received letters from members or ex-members stating that we should charge a Sub. amount around \$20/30 p.a. and really get a model rail club going.



Let me state, here and now, that AMRA is an Association, not a Model Rail Club as such. We pride ourselves as being instrumental in bringing together many followers of the hobby and by providing a pool for the exchange of views and passing on information for the modeller generally.

And now, on a brighter note, your Federal Vice-President, Keith Wilcox, has been doing a terrific amount of spade work as regards the Easter 1972 AMRA Convention in Melbourne.

He has about 16 firm bookings already from Sydney and with the program he has set up, the tab - \$40 for 4 days in Melbourne - is just fantastic. So get your bookings in to Keith Wilcox smartly and let's make this first (or twenty-first) AMRA Convention really something.

Don't forget the little Lady, you old married members. Keith has things organized for them, too.

Meet you in 72.

RUPERT ACKLAND.

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# Information about cable drums

by J. PARKER.

Cable drums come in all sizes, the author of these notes having seen them up to fifteen feet in diameter, however the drum shown here is seven feet in diameter and slightly more than four feet wide. This particular drum is white with black lettering and normally has one and a half inch thick battens nailed around the circumference. In this case most of the cable has been used, a short length only remaining on the drum.

To model these drums take a piece of circular material (wooden dowel, perhaps) of the appropriate diameter and cut off a piece, scale four feet long, then cut the drum side from the page of Journal and glue in place. \*

Battens made from balsa a scale six inches by one and a half inches can

then be glued around the circumference.

For those who would like to model the cable drum empty, the ring of bolts and the location at which the inner cable end is drawn out indicate the core diameter. Incidentally, the cable end is normally protected by having a batten nailed on each side of it, with a piece of galvanised iron nailed on the battens.

The three drum sizes shown are, of course, intended for use on "O", "HO" and "N" gauge. The "N" gauge drum is a little oversize, the reason for this is that it is virtually a contact point from a thirty-five mm. negative and the only way to get it smaller would have been to take another photo standing well away from the drum.

\* The drum sides were printed on page (iv) Supplement, Issue 91.



# Victorian Branch Exhibition - 1971

The Victorian Branch presented a Model Railway Exhibition at the Camberwell Civic Centre during Melbourne's Moomba Celebrations. The public were invited to write down their comments on the Exhibition and send them to the organizer. The following is a random selection of the comments received.

"I would suggest for future displays that a model building contest be run. Sections could be Steam Loco, Electric Loco, Diesel Loco, Rail Cars, Rolling Stock (passenger and freight) and Structures. Perhaps you could state that they be of Australian prototype only."



Mr. K.A. Smith, Commissioner Commonwealth Railways opening the Exhibition.



Rex Little about to extol the benefits of Association membership.





"The last exhibition I attended was 10 years ago in my old home city of Nottingham. This was a well run, highly organized exhibition and not of the usual amateur type I have seen in Australia. By this I mean that the general exhibitions are not run with the years of experience that U.K. has."

"Your exhibition was very well organized and well laid out, with very helpful people on the stands who knew what they were talking about. Perhaps the centre section could have been better laid out to give more viewing room, but I think it was well worth their trip up from Lara to see it."





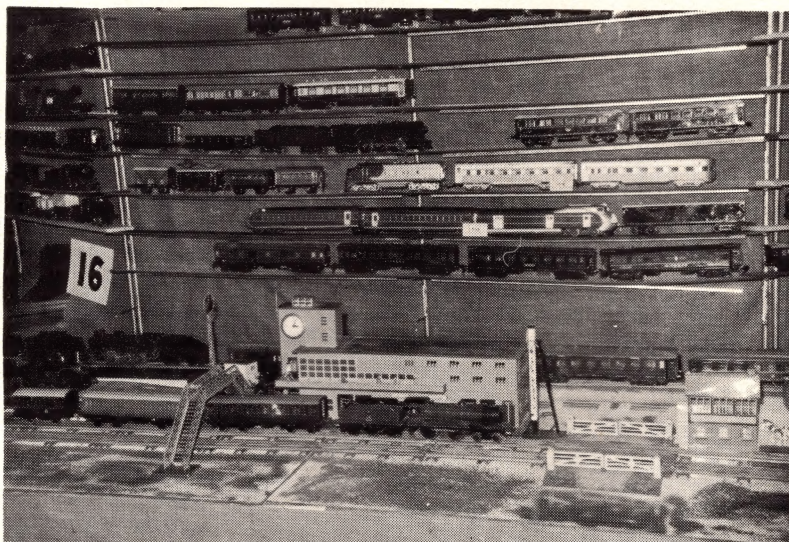


"Very enjoyable - at least 7/10 to every exhibitor and 9/10 to those with Australian prototype running. Please run another show."

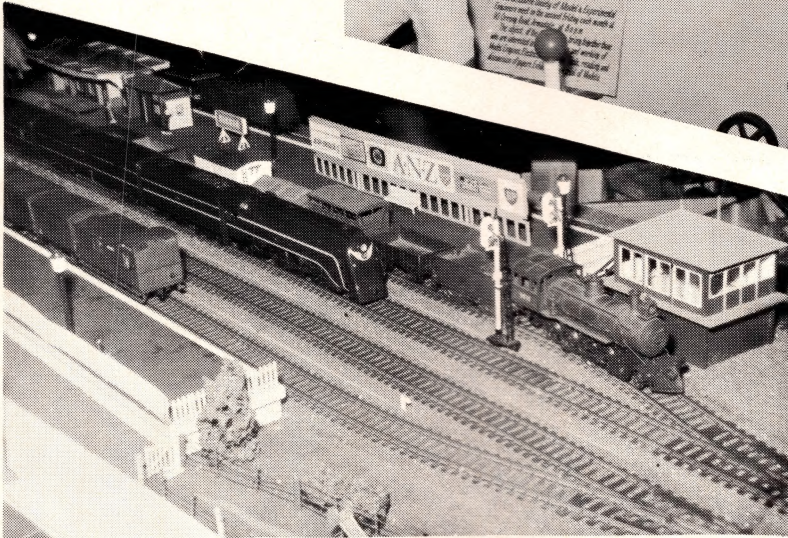
"If a square layout has to be used I suggest raising its height so that one does not look down. HO models look best viewed at eye level."

Display and labelling of models.

"Many of the models displayed were very difficult to see. In some cases only my small son could see them. Many of the models on display were un-named few want to know who made it, but they would like to know what it is."







Photos by J. McNabb.

"We thought that the waste paper clearance and the lass with the cleaner for the perspex was terrific. It kept the place well clear of refuse. Perhaps you could pass this idea on to your colleagues."

"I suggest that all British railways should be confined to one layout, all American lines to another, etc. On a few stands they were combined, and of course such practices limit the scenery and backgrounds that may be used."

Left. The Federal Secretary (Norm Read) and the Federal Treasurer (Keith Robinson) rest during their inspection of the exhibits.



# What I Did To My Fleischmann 2-8-2

by M. DIXON.

Having operated a Fleischmann 2-8-2 American version for several years and being very satisfied with its performance, I decided to change its rather austere outward appearance for the better.

I decided to start by converting it to an oil burner as these are not particularly common on model railways, indeed on any railway of 1969.

To make the oil tank a piece of .010" shim brass was marked out and cut as shown in Fig. 1. It was then bent carefully and soldered into shape as in Fig. 11. A discharged .22 calibre cartridge case was cut off 1/8" long and soldered into the top of the tank to represent the oil filter. Next a short piece of copper wire was cut and soldered in behind the filter to represent the dipstick.

Fitting of the tank to the tender came next and this necessitated filing a groove in each side of the front and rear tender coal boards and the top of the coal had to be filed flat, to allow the tank to sit down properly. This is shown in Fig. 111.

The next item I made was the tender tool box, dimensioned as shown in Fig. V. The ringers and hasp for the tool box were made from flattened copper wire soldered on. This was then

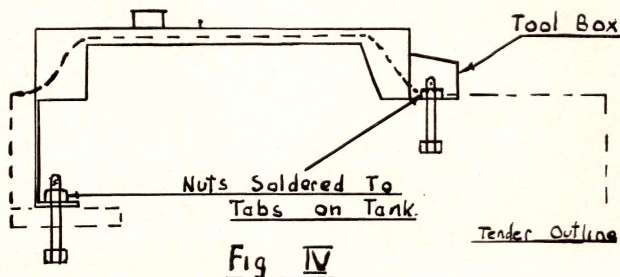
mounted on the rear of the tank. Fig. IV. Fixing the tank came next and as illustrated in Fig. 1V, captive nuts are used so that when the tank is removed the nuts remain in position.

To fix the tank I drilled two 1/8" diameter holes in the positions shown in Fig. 1V and along the centre line of the tender, then the tank was fitted in place and marked for drilling through the above holes. Then the 3/32" nuts were soldered in place and finally a tap was run through them to clean out any solder in the thread.

The intermediate drawbar was shortened to bring the tender up to 3/16" from the engine at footplate level. This gives very good appearance when the tank is fitted and the tender coupled up.

I removed all the coupling equipment from the rear of the tender and covered all holes with a brass plate across the buffer beam. I then fitted a hook to the rear tender bogie to suit Rivarossi couplings.

Being quite satisfied with the finished tender I then took the loco in hand, and the body was removed from the works and the handrails were removed. I then marked and cut a piece 9/16" long x 5/32" deep out of the left hand running plate above the third driver to take a Sentinel Elesco feedwater pump. This was mounted by making a shim brass bracket and screwing it up underneath the running plate. The spigot on the pump was pushed through a hole in the bracket and rivetted over, Fig. 1V. Then a fillet of Araldite was applied and

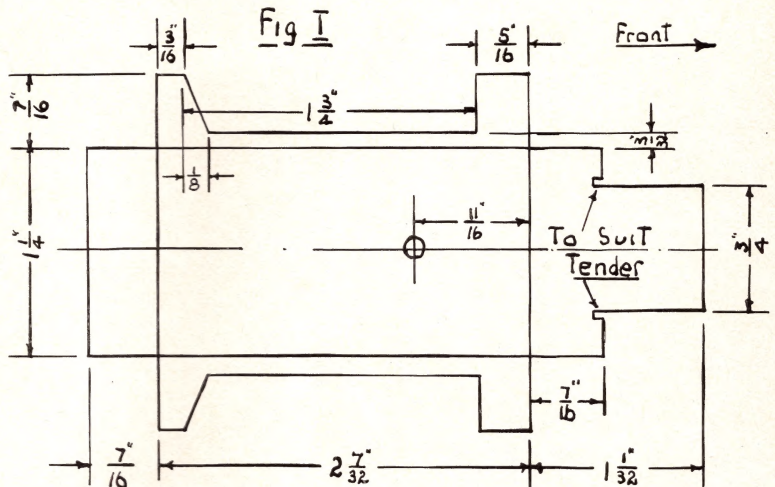




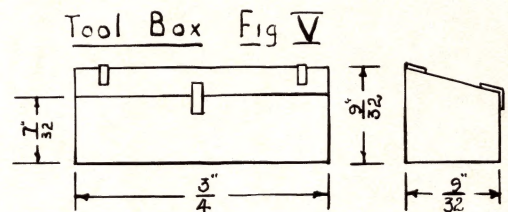
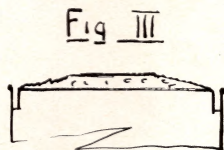
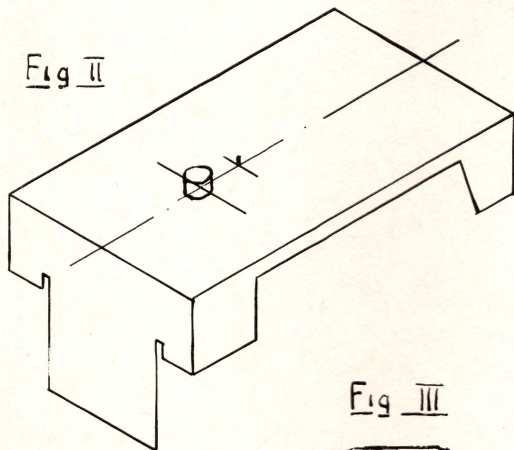
the necessary piping was fitted to connect it to the existing feed-water heater.

Next I filed down the original air pump and mounted a Sentinel compound pump with the pump exhaust pipe fitted up behind the funnel as in N.S.W.G.R. practice. A Sentinel short air reservoir was fitted below the running plate on the right hand side above the trailing wheels.

I then made a mechanical lubricator similar to that fitted to the "E 36 class" and mounted it on the right hand running plate  $\frac{5}{8}$ " behind the pump and connected the actuating lever to the false motion frame. This lever cannot be fitted direct to the gear as this would prevent removal of the body from the frame.



For all boiler fittings I drilled a suitable sized hole to take the spigot and filled it with Araldite, then pressed the particular fitting into it. I always scratch the existing paint away and roughen up the surface to give the glue a better grip.



When all glue was thoroughly dry I washed the whole thing down with methylated spirits. The lights and cab windows were then masked and the loco body and tender minus bogies were sprayed with several coats of A.M.T. No. 508 black undercoat.

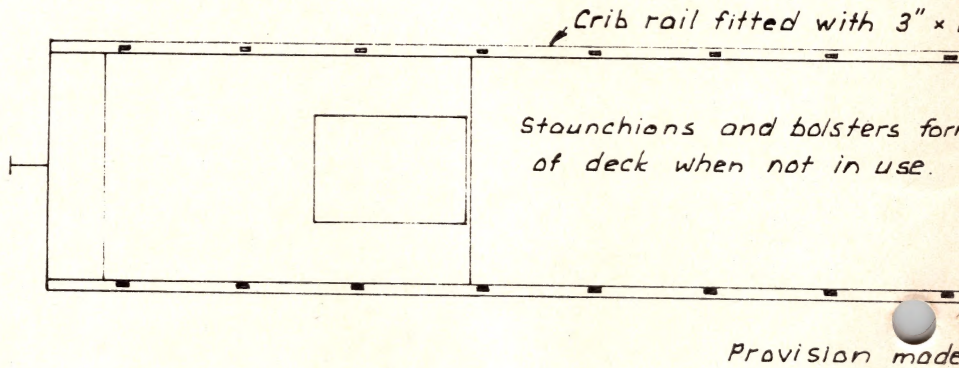
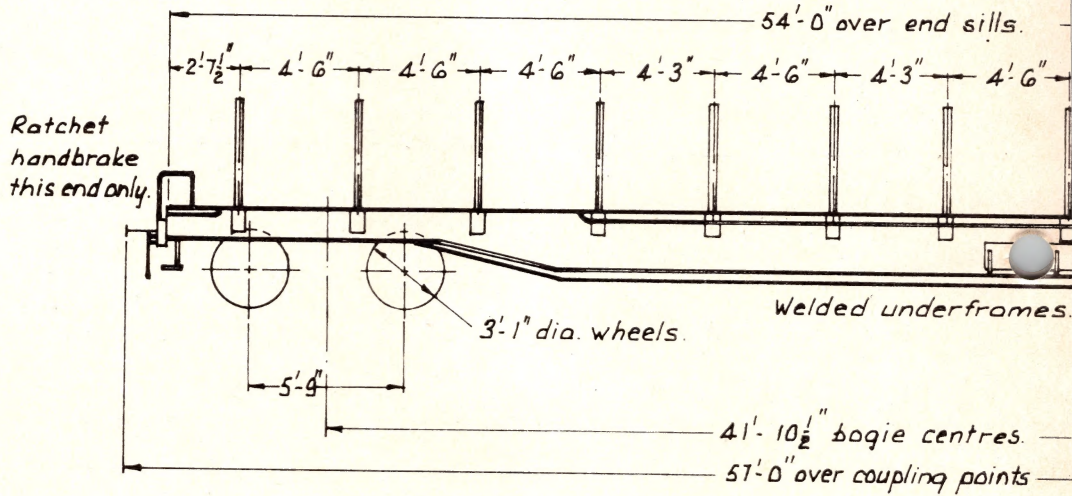
After all the paint had dried I assembled the loco and the finished article is a considerable improvement over the original and the cost is very slight.

Two Sentinel marker lights were fitted to the front of the smokebox and a generator was mounted on the center line.



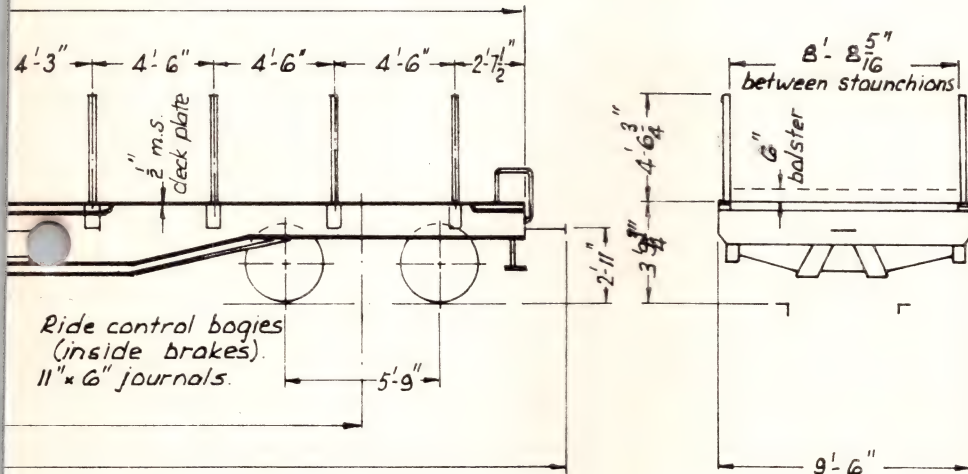
W. A. G. R.

WAGO

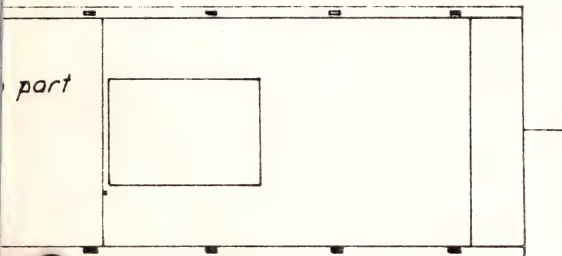




## N CLASS W.F.



slots for securing brackets.



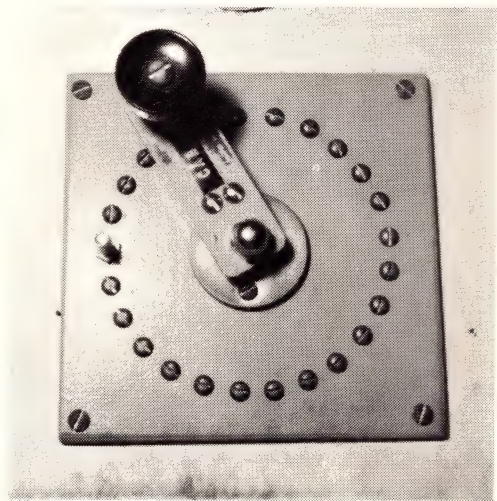
Fitted with Westinghouse air brake  
and empty load brake.

for fitting of trailer hitches.



## AN "N" GAUGE CONTROLLER

by M. SNELL.



As there has been talk of lack of N scale information in the Journal and there are no controllers intended especially for N scale, it was felt that this design may be of interest.

This article describes how a controller, modified and tested for use on N scale, can be converted from Allan Dowel's 4 inch MMRS model, which was designed for HO scale.

The two main aspects considered were (a) value for money, and (b) smooth control of acceleration and deceleration. It is generally agreed that thyristor control most successfully fulfills these requirements, so these were the first investigated. It was found that the cheapest of these, even when constructed at home, cost over \$15. Such an amount was more than could be afforded at the time, so a controller which had only four stops between OFF and FULL was retained in service. After much more thought there was still no solution to the problem until the existence of the MMRS was discovered.

A visit to their layout brought a new type of controller to notice - not only did it provide smooth control of the locomotives, but also was low in cost. The operating mechanism which was an arm pivoted about a central point suggested the appearance of the throttle in an electric locomotive. The arm traversed a circle of screw-heads. Beneath the controller, resistance wire was connected between the screws. It was discovered that two types were available for purchase - the six inch unit with 28 screws and the four inch unit with 24 screws. The four inch model seemed appropriate for N scale. It was ordered during the following week and assembled according to specification as soon as the kits were available.

During the testing it was found that the locos (then Atlas, Arnold Rapido and Minitrix) when operated at maximum rated voltage (12 volts) travelled at a speed of 180 scale m.p.h. This problem of excessive speed was solved by adding a 25 ohm resistor in series with the controller to lower the maximum voltage to approximately nine volts with a locomotive running at full throttle.

The additional resistor did not, however, overcome another problem. The control of the locomotives was not an even one over the whole range of the controller. At the high resistance end, each step caused a significant change of speed of the locomotive, while from the mid to low resistance end of the controller little or no change in speed occurred.

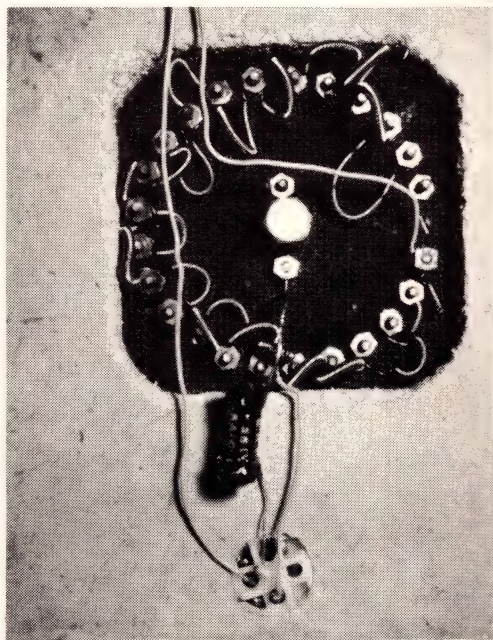
After careful consideration it was decided to alter the resistance values

tec  
tur  
boil



over the entire range of the controller. With the locomotives in use at that time the control proved quite successful; however, when a Sekusui locomotive was bought, another unexpected problem arose. Because of the higher current drain of the locomotive, the controller was three quarters open before the loco began to move, and its maximum speed at full throttle was very low indeed.

The solution, which seemed to be the only practical one, was to include a switch to by-pass the 25 ohm resistor, which was previously added in series with the controller. Thus the controller would have effective control, by the operation of a switch, over either high or low current N gauge locomotives.



#### CONSTRUCTION DETAILS.

The following instructions are assuming that Allan Dowel's basic 4 inch unit is bought for conversion, rather than the controller made from scratch.

The first step is to assemble the controller up to the point where the handle complete with knob and contactor are mounted in the bearing. At this point the given instructions are left and the following ones adopted.

Take the provided jug element and lay it along the ruler. Insert a table knife or similar into the coils  $\frac{1}{4}$ " from one end and force the coils about an inch apart. Repeat this according to the following controller resistance table, until the entire jug element is divided. Another jug element is now needed. Continue to follow the table from the resistance reached at the end of the last element to the end of the table.

#### CONTROLLER RESISTANCE TABLE.

<u>Stop No.</u>	<u>Length</u>	<u>Resistance</u> (ohms)	<u>Total</u>
1	-	0	0
2	$\frac{1}{4}$ "	1	1
3	$\frac{3}{4}$ "	1	2
4	$\frac{1}{2}$ "	2	4
5	$\frac{1}{2}$ "	2	6
6	$\frac{1}{2}$ "	2	8
7	$\frac{1}{2}$ "	2	10
8	$\frac{5}{8}$ "	2.5	12.5
9	$\frac{5}{8}$ "	2.5	15
10	$\frac{5}{8}$ "	2.5	17.5
11	$\frac{5}{8}$ "	2.5	20
12	$\frac{3}{4}$ "	3	23
13	$\frac{3}{4}$ "	3	26
14	$\frac{3}{4}$ "	3	29
15	$\frac{3}{4}$ "	3	32
16	$\frac{7}{8}$ "	3.5	35.5
17	$\frac{7}{8}$ "	3.5	39
18	$\frac{7}{8}$ "	3.5	42.5
19	$\frac{7}{8}$ "	3.5	46
20	1	4	50
21	1	4	54
22	1	4	58
23	1	4	62

These lengths are not critical especially the longer ones. Any excess element should be cut off.

Fit the elements to the  $\frac{1}{2}$ " long screws under the controller by shaping



the inch lengths between the coils into a "U". Fix with an 1/8" nut. Start with the shortest lengths on the most clockwise screw (looking at the top of the controller - full speed end). Loop the coils alternately inside and outside of the circle of screws. By alternating the coils, they will remain clear of each other. The radio type resistors supplied may be discarded. A 25 ohm 3 watt (minimum) resistor must be acquired and one end connected to the most clockwise screw (full speed end).

If space is available, six inches of a third jug element can be used for this resistor, stretched slightly and attached to two screw terminals. This is cheaper and has a higher power rating than 3 watts.

The last screw has no connection (stop). After tightening all the nuts the coils may be shaped into concentric

arcs with a round rod of about 1/2" diameter. The turns of the coils do not have to be separated. You will find they do not touch each other if undisturbed.

A single pole single throw switch must be bought and connected in parallel with the resistor (the ends of the resistor are attached across the terminals of the switch).

The two connections are made to:-

- (a) the terminal of the switch furthest away from the jug elements.
- (b) the bearing plate using an 1/8" nut.

The finished unit will cost about \$3.50, including the basic controller from Allan Dowel for \$2.50.

ED-Now all you MEMBERS, what about it? The foregoing article was written by one of our younger members - age 15 yrs.

## Prototype Station Layout

### Kiama

Photos by A. TEMPLEMAN.

by A. TEMPLEMAN.

The seaside town of Kiama is situated 74 miles from Sydney on the N.S.W. South Coast line. The main industry in the area is dairying. As well as being a popular tourist area Kiama is now becoming virtually an outer suburb of Wollongong.

The track is single at Kiama, double track having ended at Coniston, 1 mile south of Wollongong. As can be seen from the diagram Kiama has an island platform, and is signalled on the up and down principle (i.e. each loop is signalled for working in one direction only) rather than main and loop working (both main and loop signalled for working in both directions) which is more common in N.S.W. stations on single track. A short deadend siding trails

from the up main into a dock opposite the platform. The station building is a typical N.S.W. brick island platform building, the lever frame being situated at the southern end of the building. At the north end of the platform is a water tank.

The goods yard is situated on the eastern side of the main line to the south of the platform, while an engine road leading to a 60' turntable is situated on the western side. No.1 siding is often used for stabling carsets from terminating passenger trains, while the goods shed is beside No.2 siding. The deadend southern extension of No.1 siding serves a milk loading platform. The overlapping turnouts in No.2 siding are an interesting





Station building, Kiama.

feature. Unless the track is being scratchbuilt these would have to be replaced by two separate turnouts in a model.

Signalling is by manually operated lower quadrants, there being distant, home and starting signals in the down direction, and distant, outer and inner home and starting signals in the up direction. A shunting arm controls movements from the engine road to the up main. The down starting signal has co-acting arms to enable it to be seen above the intervening bridges by the driver of an approaching train, and below the bridges by the driver of a train standing in the platform.

The principal passenger train through Kiama is the South Coast Daylight Ex-

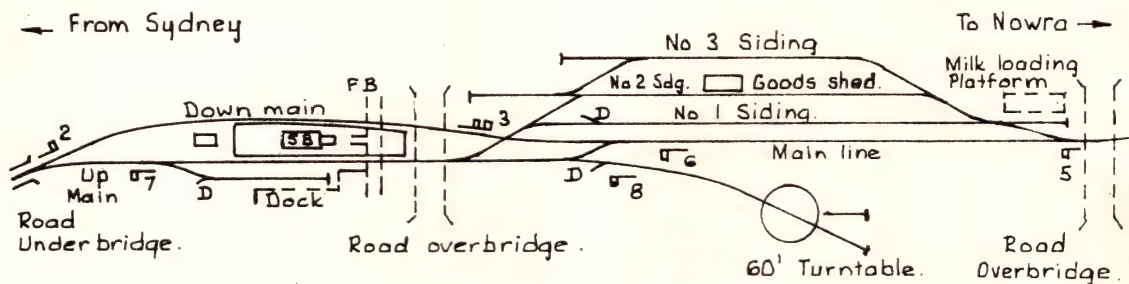
press (to Nowra). Quite a number of passenger trains start from and terminate at Kiama each day. As well as general goods trains there are regular workings of milk trains to Sydney each day.

Before steam vanished from the Illawarra line 32 class 4-6-0's and 50 and 53 class 2-8-0's were the usual motive power on trains through Kiama. Now 48 class diesels are most common, with 44 class also appearing. The South Coast Daylight Express is now composed of Budd diesel cars (usually 3 or 4 power cars and a trailer), while two car diesel sets, displaced from Liverpool-Campbelltown working by electrification, are appearing on some passenger workings.





Kiama goods yard looking south from the roadbridge.



Not to scale.

### K I A M A

#### SIGNALLING

- W.T. Water tank
- S.B. Station building.
- F.B. Footbridge.
- D. Derail

- |                     |                          |
|---------------------|--------------------------|
| 1. Down distant.    | 5. Up outer home.        |
| 2. Down home.       | 6. Up inner home.        |
| 3. Down starter.    | 7. Up starter.           |
| 4. Up distant.      | 8. Shunt signal          |
| (Distant not shown) | (Engine road to up main) |



**BUYER'S  
GUIDE****Review Of Prototype "S" Wagon**

To-day with many of our members turning to modelling New South Wales and other Australian prototype, it is evident that to go with the locomotives being produced there is a need for rolling stock. As a modeller of New South Wales prototype, I have watched the progress of local rolling stock manufacture with great interest. With the larger range there also has been an increase in detail and quality.

"Prototype Model Products" submitted to me an "S" truck to examine and construct. As a model of the basic four wheel open wagon on the system, this model should be of interest to all local modellers. I found the kit notable on five counts:

1. The amount of detail.
2. Lack of flash on all parts.
3. Detailed instruction sheet.
4. High standard of packaging.
5. Ease of construction.

All metal parts in the kit were very well detailed and clean of flash. Most parts only needed a slight touch with the file to remove the flash on any

parts. A "dry Run" assembling the kit using rubber bands to hold the parts together is recommended and helpful as it gives you the feel of assembling the kit. The axle holes are pre-drilled and may need slight deepening with a drill. The delrin wheels supplied (produced by Friedmont Models) are good and well worth using. Dummy knuckle couplings are provided which will couple with Kadees.

The kit is correct to scale as checked against the plan published in "The Australasian Model Railway Magazine" for March/April 1968. The floor is higher than correct scale height as it rests on an internal ledge running along the sides, but it would be possible to lower this floor slightly.

Priced at \$3.25 this kit I feel is good value with regard to the manufacturers small production volume. We are only going to get what we pay for and with the quality of detail this kit compares favourably with any imported products which sell in more numerical numbers.

Les Fordham.



The Editor,  
AMRA Journal.

Dear Sir,

As a member of AMRA and wife of the NSW Branch President, a position which Graham has held for the past three years, I feel it is about time someone threw a few rocks about, in the hope that they hit some of the members in

FOR  
**READER'S  
LETTERS**

the right place and prick their conscience on the support they give our Entertainment Committee in arranging the program for the year.

On Saturday 20/3/71 we had a visit to S.P.E.R. Tramway Museum to finish with a bar-ba-que tea.

We had between 30-40 people attend altogether. These people consisted



of 8 committee men, 7 members and the balance was made up of families and friends of members, this is a very small percentage when you consider we have 195 members.

S.P.E.R. turned on a really wonderful afternoon for us, with about 6 men giving up their Saturday afternoon for AMRA, as this was not their meeting day, but an extra day they operated just for AMRA members to have the trams to themselves.

I feel the interest shown in this outing was a disgrace to all of our members and I feel that unless we can get more members interested in these outings why should we spend hours of work organising outings if YOU the member will not attend.

We rack our brains all the year to give YOU the members some kind of outings and entertainment which we feel the whole family can join in and get pleasure from and you won't even support us.

When Graham was re-elected President this year I had it said to me by a member that the President's job was the easiest in any organisation; I only hope this member is present next election because I will personally nominate him and do everything in my power to see him elected.

JUNE LARMOUR.

Dear Sir,

Last October I attended the Annual General Meeting of the Federal body of AMRA, held at the NSW branch clubrooms at Rockdale. May I express my utter disappointment at the number or lack of members that turned up at this Annual Meeting. There were, if my memory serves me right, the grand total of twelve not even a baker's dozen.

May I be allowed to question the wisdom of the C.O.M. in holding the A.G.M. at Rockdale. Surely if the meeting was held at the Sydney Town Hall, as in previous years, you must get

a greater attendance. So gentlemen of the C.O.M. give it some serious thought for the next A.G.M. Whatever your reasons were for changing the venue to Rockdale, was it worth while? Or don't you want a bigger attendance?

Now I would like to pass on to another subject. First may I explain that I am only in my second year of membership of AMRA and in that time I have paid, I think, three visits to Rockdale. The first time a party of us from the Prospect Model Railway Club went there with some of our very best locomotive power etc. as it was the branch's running night, and we were asked to fetch along something to run. When we arrived there we felt a little bit embarrassed when we learned that our coarse "18 inch flanges" would find it extremely difficult going on the NSW layout.

The party I was with and I therefore came to a conclusion that the branch layout was built strictly for the hierarchy or the geniuses of our organisation. The Coarse Scalpers of AMRA are to be relegated to a future around the wall track.

The branch's layout is a very good layout and they can be justifiably proud of it. When I questioned the wisdom of not using universal trackage on it, I was given a number of reasons why it was not done. The reasons given, all of which I will not state here, were possibly all reasonably good ones. One which I think would be the most important was that being a major branch layout everything had to be to scale. They may be right in that respect, but I fail to see that it would make that much of a difference if the more universal type of trackage was used. Then all and sundry of the railway modellers that come to visit the branch's clubroom would be able to see their favourites running on that great layout, instead of the second rater around the wall.



Whilst this letter may seem to be rather critical of the NSW branch, I would prefer it to be an appeal to future branches and clubs as a whole. Give it some serious thought before you decide on the track you are going to use on your club layout, as you will probably have members with both fine and coarse scale. I think it is the duty of a club to keep both type of members happy, or else refuse membership to the one that is not suitable to your scale.

Remember if you have an open invitation to members of our organisation to come and visit your clubrooms on a running night, you must be prepared for all and sundry.

One thing we must not be. Selfish.

The geniuses must not look down upon the idiots, scientific facts have proven that there is but a fine thread separating the two, and that is why sometimes the brains end up in an asylum.

The men who have the knowledge and who may be able to help a fellow member in some way, should do so, not let that member go to a commercial repair shop to get his work done at great expense.

One thing we should all remember no matter what category we may be in when it is all boiled down we are all only playing trains.

BOB PAYK.

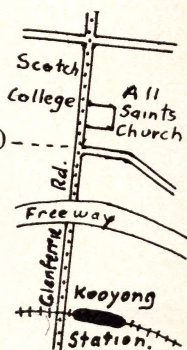
## Branch Reports

### VICTORIA.

Meetings are held at All Saints Church Hall, Glenferrie Road, Kooyong.

(opposite Scotch College) Commencing at 8.0 pm. on the second Thursday of each month, except January. (Hon. Secretary)

Ern. Raddatz,  
G.P.O. Box 741F,  
Melbourne. 3001.



After a very successful Model Railway Exhibition held at the Camberwell Civic Centre on 5th to 8th March, 1971, the members of the Victorian Branch can be very proud of their efforts at this show. It was a more diversified display and featured many new exhibits and trade stands, all to the betterment of the general effect.

The members of the Committee wish to thank, through this Journal, all those chaps and lassies who assisted to make the show the success it was.

At this stage, we would also give a vote of thanks to Jack Treseder for his efforts in organizing the Exhibition, a mighty fine job, well done, remembering that amongst other duties, he is the publisher of this Journal. Nice work Jack.

On the 8th April the senior branch held its Annual General Meeting. Unlike most previous AGMs there was actually an election for the Committee of Management, instead of various bods (with a couple of exceptions) being shanghied into jobs. A large number of candidates presented their names for election onto the committee and a surprisingly large attendance of some 68 members were present, despite the fact that it was Good Friday Eve.

One of the two standouts is Ken Down who is once more stuck with the job of Librarian. Ken has, of course, done a first class job in the past in this position and we all know he can be relied upon to fill this task in the coming months in his usual cheerful way.



Our esteemed Journal editor, former Branch Vice-President and possessor of Victoria's most famous cigar box, Rex Little, is the new Branch President with Howard Armstrong backing him up as Vice President.

After serving two terms as President when he almost single-handedly built up the branch from a mere handful of members to the present membership and financial standing, Mal Baker has stepped into the Past President slot where he can now come the grey beard act as "They didn't do it like that in my day". All branch members thank Mal for the work he carried out and will still continue to carry out for the branch.

John Sneddon relinquished after four years, the position of Secretary and handed the "Briefcase of Office" over to Ern Raddatz, who is the new Secretary after winning a closely fought election. John did a first class job and it is the hope of the writer that he will be able to, at least, equal the standard set by John.

Stuart Westerman still holds the position of Treasurer after being elected unopposed. It is doubtful if there is anyone else in the branch who can fill this position in the professional way that Stuart handles this task.

The balance of the committee is made up of John Sneddon and Bill Morehouse as committeemen. John as mentioned above is the previous secretary and the present secretary will be relying upon him for guidance. Bill has already served a couple of terms on the committee and also works on the Journal as a draughtsman.

The new Victorian Branch Committee is as follows:

President	Rex Little
Vice President	Howard Armstrong
Secretary	Ern Raddatz

Treasurer  
Committee

Stuart Westerman  
Bill Morehouse  
John Sneddon

Librarian

Ken Down

All correspondence for the Branch Secretary should, in future, be sent to Box 741F, G.P.O. Melbourne, 3001 and not to the previous address.

As well as the usual meetings at "All Saints" Hall every second Thursday of the month and the various sub-branch meetings, the major social events for the remainder of the year are the Car Trial to be held on Sunday, 12th Sept. and the Raul Trip by DERM to Wonthaggi on Saturday, 23rd Oct. (tentative). All branch members are urged to be in these events, miss out and you only have yourself to blame. Remember you can pay for the Rail Trip on terms, come to the Branch meeting and find out how, or contact Mal Baker at 256 Reynard Street, West Coburg, or phone 36 8829.

All for the present, good modell to all.  
ERN RADDATZ & JOHN SNEDDON.

#### QUEENSLAND.

The March meeting was held at Eric Lyons' Home at Clayfield. We witnessed the first locomotive to complete the circuit on Eric's layout. Eric has been working on the layout for some time, but it has only now reached the stage where trains can run the complete circuit.

Later in the evening we saw slides Jim Christie took of the Tasmanian Railway Centenary celebrations.

The April meeting was at Ian Nolwins home at Graceville. Ian is an O gauger and a scratch builder. Ian showed us some of his moulds in silicone rubber and described his casting methods.

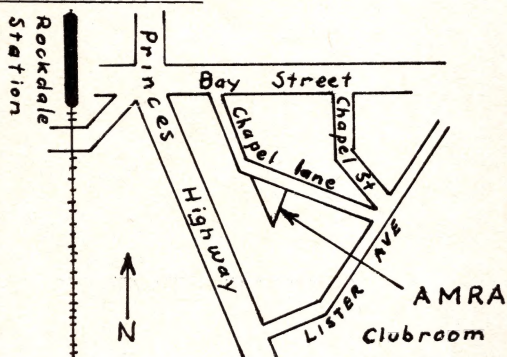
We also saw one of Ian's movies about the Queensland Railways Centenary Celebrations.



The Queensland Branch meets on the second Thursday of the month. These meetings will be held in members' homes until we can obtain new clubrooms.

For details of meetings, ring me at 24 2473 during working hours.

#### NEW SOUTH WALES.



#### June.

Sat. 5th. Open Day - Members of all Model Railway Clubs welcome.

Fri. 11th. Modelling & layout operation.

Sat. 19th. Visit - Sydney Live Steam Society - Darval Park, RYDE.

Fri. 25th. Scenery clinic.

#### July.

Sat. 3rd. Auction.

Fri. 9th. Modelling & layout operation.

Sat. 17th. Working bee.

Fri. 23rd. Slide Night - "Steam in Aust".

#### August.

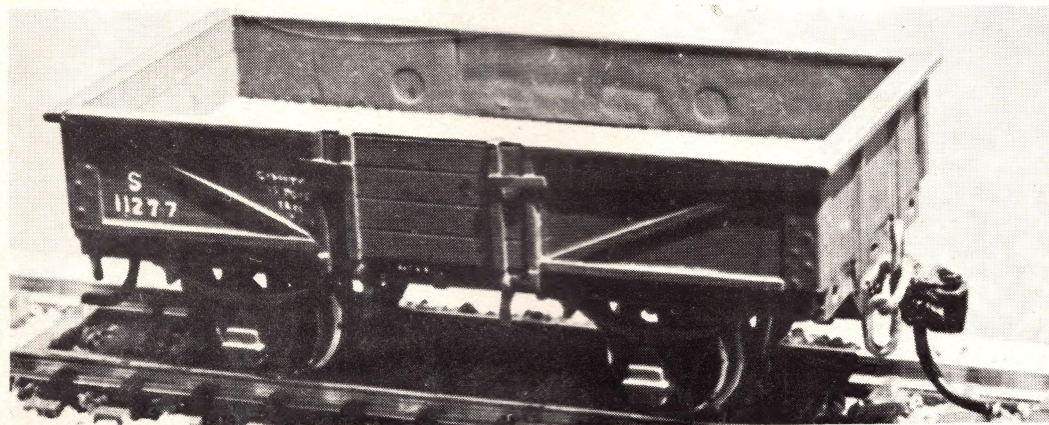
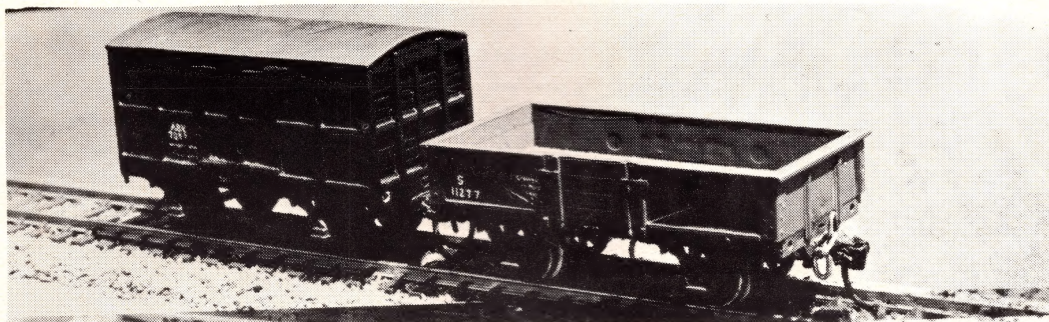
Sat. 7th. Painting & Weathering models.

Fri. 13th. Modelling & layout operation.

Sat. 21st. Working bee.

Hon. Secretary,  
Mr. P.B. Kelly,  
20 Lee Street,  
Condell Park. NSW. 2200.

Phone 70 5317



More of the 1970 Competition Entries.





# Tim the Toyman

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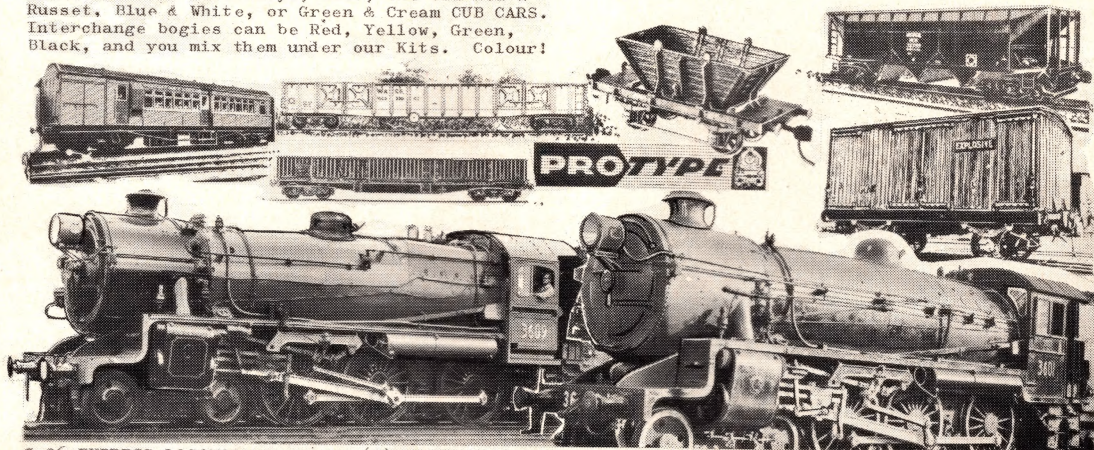
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